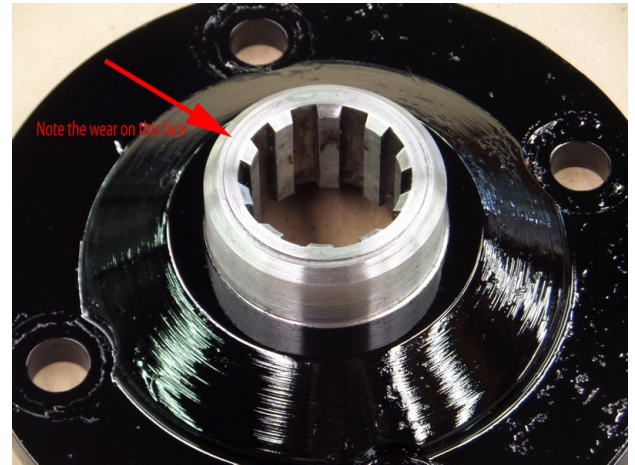




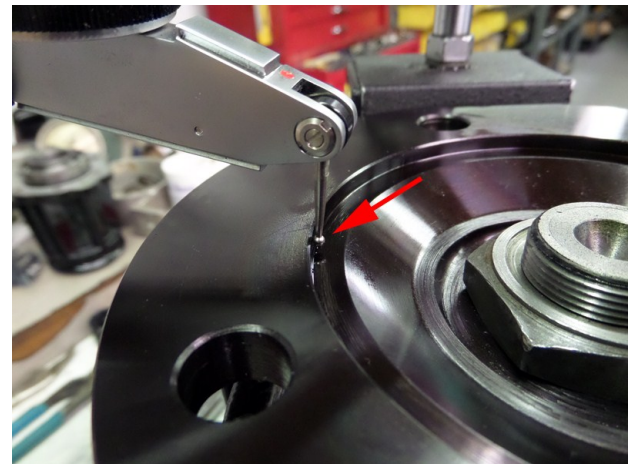
Inspect the rear of flange for wear and chamfer. The chamfer on some flanges will be too large causing excessive wear . This can also cause wobble and run-out. If your flange looks like this take about .035 off this surface using a milling machine or lathe. Put a small chamfer on the ID. Slide it on the trans and check to make sure that there is still clearance at the seal.



Our newer flanges have a much smaller chamfer. Upon final installation this surface will get a **thin** coat of sealer. We use Mercury Perfect Seal but almost anything will work.



Once the chamfer has been inspected/corrected setup the transmission nose down using some kind of support to keep the weight off the input shaft. A couple of 2x4's are fine. Install the flange and tighten temporarily. It helps if you have an old nut with the nylon removed. Set up a dial indicator on the ID of the pilot bore. Rotate the flange and check for run-out. The maximum allowable TIR is .0025. If not within spec remove the flange and move it 1 tooth on the shaft and check again. Feel free to try and find the spot with the least run-out.



Once you have found the sweet spot for the run-out set up the indicator at the very OD of the flange and check for wobble. Wobble is usually caused by a bent flange. This is not as critical as the run-out but we shoot for .003 max. There is not much you can do to correct this unless you have access to a lathe and an ID mandrel. Finally remove the flange, put a **THIN** coat of sealer on the rear. Install a new nut using Loctite and torque to 175 ft lbs.

